

Decision No. 21628**ORIGINAL**

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the matter of application of  
 SOUTHERN PACIFIC COMPANY for an  
 order authorizing the construction  
 at grade of a siding across Colonia  
 Road, First Street and Third Street,  
 and to relocate spur track across  
 Third Street, in the City of Oxnard,  
 County of Ventura, State of  
 California.

Application No. 15956.

BY THE COMMISSION:

ORDER

Southern Pacific Company, a corporation, filed the above entitled application with this Commission on the 18th day of September, 1929, asking for authority to construct a side track at grade across Colonia Road, First Street and Third Street, and to relocate a spur track at grade across Third Street, in the City of Oxnard, County of Ventura, State of California, as hereinafter set forth. The necessary franchise or permit has been granted by the City Council of said City for the construction of said crossings at grade. It appears to this Commission that the present proceeding is not one in which a public hearing is necessary; that it is neither reasonable nor practicable at this time to provide grade separations or to avoid grade crossings at the points mentioned in this application with said road and streets and that this application should be granted subject to the conditions hereinafter specified, therefore,

IT IS HEREBY ORDERED that permission and authority be and it is hereby granted to Southern Pacific Company to construct

a side track at grade across Colonia Road, First Street and Third Street and to relocate a spur track at grade across Third Street, in the City of Oxnard, County of Ventura, State of California, at the locations hereinafter particularly described and as shown by the map (L.A. Div. Drawing No. D-206, Sheet No. 1) attached to the application.

#### Description of Crossings

##### COLONIA ROAD:

- Beginning at a point in the northerly line of Colonia Road (60 feet wide) distant easterly thereon 13 feet from the center line of said railroad's present constructed main track, thence southerly parallel with and distant 13 feet easterly, at right angles, from the center line of said main track, a distance of 60 ft. to a point in the southerly line of said Colonia Road.

The above crossing shall be identified as a portion of Crossing No. E-407.3.

##### FIRST STREET:

Beginning at a point in the northerly line of the present 20 foot travelled portion of First Street, said travelled portion being equally 10 feet on each side of the center line of said First Street extended across the right of way of said railroad, said point being distant 13 feet easterly, at right angles, from the center line of said main track; thence southerly, parallel with and distant 13 feet easterly, at right angles, from the center line of said main track, a distance of 20 feet to a point in the southerly line of said present travelled portion of First Street.

The above crossing shall be identified as a portion of Crossing No. E-407.4.

##### THIRD STREET:

Beginning at a point in the northerly line of the present 25-foot travelled portion of Third Street, said travelled portion being equally 12.5 feet on each side of the center line of said Third Street extended across the right of way of said railroad, said point being distant 13 feet easterly, at right angles, from the center line of said main track; thence southerly, parallel with and distant 13 feet easterly, at right angles from the center line of said main track, a distance of 26 feet to a point in the southerly line of said present travelled portion of Third Street.

##### RELOCATION OF SPUR TRACK OVER THIRD STREET:

Beginning at a point in the northerly line of said present 25-foot travelled portion of said Third Street,

distant easterly thereon 25 feet from the center line of said main track; thence southerly along a curve concave to the east, a distance of 27 feet to a point in the southerly line of said present travelled roadway, distant easterly thereon 27 feet from the center line of said main track.

The crossings of Third Street shall be identified as portions of Crossing No. E-407.7.

Said crossings to be constructed subject to the following conditions, and not otherwise:

(1) The entire expense of constructing the crossings, together with the cost of their maintenance thereafter in good and first-class condition for the safe and convenient use of the public, shall be borne by applicant.

(2) Said crossings shall be constructed equal or superior to type shown as Standard No. 2, in General Order No. 72 of this Commission, and shall be constructed of a width to conform to those portions of said streets now graded, with the tops of rails at same elevation as main line rails and flush with the roadways, and with grades of approach not exceeding four (4) per cent; shall be protected by Standard No. 1 crossing signs, as specified in General Order No. 75 of this Commission, and shall in every way be made suitable for the passage thereover of vehicles and other road traffic.

(3) Applicant shall, within thirty (30) days thereafter, notify this Commission, in writing, of the completion of the installation of said crossings.

(4) If said crossings shall not have been installed within one year from the date of this order, the authorization herein granted shall then lapse and become void, unless further time is granted by subsequent order.

(5) The Commission reserves the right to make such further orders, relative to the location, construction, operation,

maintenance and protection of said crossings, as to it may seem right and proper, and to revoke its permission if, in its judgment, the public convenience and necessity demand such action.

The authority herein granted shall become effective on the date hereof.

Dated at San Francisco, California, this 28<sup>th</sup> day of September, 1929.

Paul D. Grant  
W. J. Sawyer  
Wm. W. Smith  
Leon A. White  
M. J. Con  
Commissioners.